425a, 455a, 612a, 719a, 1063a

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Department of Commerce and Labor

COAST AND GEODETIC SURVEY

O. H. Tittmann

Superintendent.

State: Massachusetts

DESCRIPTIVE REPORT.

Topographic Sheet No.

LOCALITY:

West Shore of Cape Cod Bay from Scituate to Ship Pond

1907

CHIEF OF PARTY:

O. B. French

Zp = Photo
719 =
612 a
425 a
455 a
1063 a

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Descriptive Report to accompany The Revision of original Topographic Sheets No. 719, 612, 425, 455, and 1063, West shore of Cape Cod Bay from Scituate to Ship Pond, Massachusetts.

The method followed in making this revision was as follows: Old triangulation stations were recovered and occupied to determine the positions of many objects (such as Spires, Towers, chimneys, Light Houses, flagstaffs, tanks, &c.) to afford a control for the new work.

Local plats were obtained wherever possible and two or more points located accurately upon each one as well as upon a tracing over the original sheet. Tracings of the original sheets and these local plats were taken into the field and all details plotted or sketched upon them thus bringing them up to date. A sextant was used to locate such objects as could not be accurately fixed in other ways the angles thus obtained being plotted later.

All changes from the original sheets are shown on tracings made over the original sheets.

All buildings, roads, railroads, and wharves are shown on these tracings as the changes were so numerous it was considered better to have the whole data in one place. As there were few changes in the other details of the original sheets only these changes are shown on the tracings.

Data which is not in existence now is shown on the tracings in red ink, except contours. The latter are shown in red ink and only the changes from the original are shown on the tracings.

Whenever data on the tracings covers data on the original sheets the latter should be cut out, as an attempt to show such data in red would be confusing.

Fence lines were not revised. Many of the fences are of stone however, and most of the main fences shown on the original sheets are still in existence.

No attempt was made to carry the revision to the limits of the original sheets, the new work being ordinarily confined to a narrow strip along the shore or to the main road which is nearest the coast.

On Sheet No. 1063, from White Horse Beach around Rocky Pt. the original topography was so poorly represented that the new road could not be located at all accurately, hence a stadia traverse was run over this section and the data shown on the tracing is as accurate as could be desired although much different from that shown on the original sheet.

The main road to Manomet over the hill near Manomet triangulation Station was plotted from data obtained from Mass. Highway Commissioners as also was the remainder of this road southward to a point about a mile south of Fresh Pond.

Most of the main roads in this region are macadamized and excellent but the other roads are rather poor owing to a sandy soil.

Plats of Manomet, White Horse Beach, Plymouth, Kingston, Duxbury, Standish Hotel and vicinity, Green Harbor, Brant Rock, Rexhame, Humarock, Ferry Hill, and Sea View, were obtained from Richards Atlas of Plymouth County, 1905, and

were found to be very reliable.

There is only one important change in the shore line in this section since the original survey, and few minor changes. This prominent change is in the position of the mouth of Keith River shown on Top. Sheet No. 719. The old mouth is entirely closed and the new one is some 3 miles farther north and seems to have a good depth of water over the bar.

The entrance to Green Harbor is changed a little, due to the stone jetties placed there a few years ago.

A large part of the shore is of such a character that it cannot change materially hence was not very tested except by inspection. Many points which were tested were found unchanged, or so slightly in error that the distortion of the sheet would very easily account for the apparent displacement and no correction has been made for such cases.

The changes in the towns, villages, &c, have been more pronounced, however.

The principal town, Plymouth, has grown very materially and other old towns nearly in proportion. Several new towns have been established on the coast. They are practically summer resorts composed mostly of small wooden cottages. Between the towns are numerous cottages used ordinarily only during the summer, many of them being durable and expensive.

There are few changes in the timber distribution since the original survey and little probability of any material changes in the near future except where summer cottages are to be located. The timber is very small and of little commercial value.

There are no manufacturing industries in this region except in the neighborhood of Plymouth and Kingston. There are several Woolen and cotton mills and factories for manufacture of nuts, bolts, nuts, &c. Midway between Plymouth and Kingston is one of the largest Cordage Works in the United States.

The State of Mass. has let the contract to open a channel from this Cordage works

to deep water so ocean going craft can go directly to the plant with their loads of cordage making materials. Dredges are now at work upon this channel and have been all during the winter. (1908-9)

The channel is to extend directly from the wharf at the Cordage Works, easterly at an angle of about 15° to southward of the south shore of Captains Head, to the main channel into Kingston, thence about S.E. to the main channel just south of Duxbury Pier Head L.H.

The Cordage Co. has planned a much larger wharf and a turning basin just north of it.

The two large chimneys at the Cordage works are very prominent objects when entering Plymouth Harbor. So also are the following objects in Plymouth: viz., Overton Mill Concrete Chimney, Electric Power Co. Brick Chy., High School White top dome, and wireless pole or mast.

The most prominent artificial object in this region is the large Standish Monument on Captains Hill. Almost

as prominent (possibly more so from Cape Cod Bay) is the tall wireless mast at Brant Rock.

All channels to Plymouth and rocks along the coast are marked by buoys which do not shift very easily.

Respectfully submitted,

Thorn B. Franch,

Assistant C. & G. S.

April, 1909.